



of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Minutes

HARBOR SAFETY COMMITTEE OF THE SF BAY REGION

Thursday, November 8, 2001

Port of San Francisco, Pier One, San Francisco, CA

Grant Stewart of American Ship Management, Chair, called the public meeting to order at 10:00 and welcomed those in attendance. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **John Davey**, Port of San Francisco; **Tom Wilson**, Port of Richmond; **Nancy Pagan**, Port of Benicia; **Brian Dorsch**, Chevron Texaco; **Scott Merritt**, Foss Maritime; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Larry Teague**, San Francisco Bar Pilots; **Margaret Reasoner**, Crowley Maritime; **Gunnar Lundeberg** (alternate for Marina V. Secchitano), Sailors Union of the Pacific; **Joan Lundstrom**, Bay Conservation and Development Commission; **Margo Brown**, National Boating Federation; and **Kathryn Zagzebski**, The Marine Mammal Center. Also present were U. S. Coast Guard representatives, **Lt. Cmdr. John Caplis** (MSO); **Cmdr. David Kranking** (VTS); U. S. Army Corps of Engineers representative, **David Dwinell**; OSPR representative, **Al Storm**; NOAA representative, **Michael Gallagher**; and Marine Exchange/Clearinghouse representative, **Lynn Korwatch**. In addition, more than Twenty-five representatives of the interested public were present.

The following corrections were made to the minutes of the 10-11-01 meeting. **A. Storm**: P. 2, two references to 'MST' should be corrected to 'MTS'; and P. 5, 'rugs' should be corrected to 'tugs'. **L. Teague**: correct the spelling of Marina Secchitano's name. **MOTION** by **L. Teague**, seconded by **J. Lundstrom**, to approve the minutes as corrected.

USCG COTP'S REPORT, John Caplis: (1) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period October 1, 2001 through October 31, 2001 is made a part of these minutes. (2) **J. Caplis** reported on current port security measures. The CG is working in conjunction with Customs to conduct container inspections, 700 in the month of October. To address port security, the CG is working on a benchmark for Bay Area facilities that will hopefully be expanded statewide. A Physical Security Assessment Form has been developed with thirty items included to evaluate facility security measures in place. A copy of the form is attached to these minutes. Facilities are graded on a pass/fail basis. Facilities' pass rate is ranging from 10% to 80% on the thirty criteria. On the water, patrol boats are providing escorts for vessels carrying hazardous commodities. 40% - 90% of vessels transiting the bay are being boarded by Sea Marshals. Question: Which containers are being inspected? **J. Caplis**: Inspections are random, unless there is intelligence directing inspectors to specific containers. Question: What is the status of Navy gunboats in the bay? **J. Caplis**: A Special Operations Unit is stationed in SF Bay on

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temporary call for one more week and then it moves to San Diego. Question: How is manpower going? **J. Caplis**: For the first thirty days, personnel were working twelve to sixteen hour shifts. Now it's down to eight to twelve hours. 80% of all reservists were called up, all except those reservists with imminent retirement dates. That is now being trimmed back to 50%. Question: Has the CG received extra funding? **J. Caplis**: No, but it may be forthcoming. **J. Caplis** reported that **Capt. Hereth** has started a Northern California working group as part of the Marine Transportation System, with representatives from throughout the industry to develop benchmarks for security. Southern California has been proactive in developing scenarios for different levels of alertness. Northern California will follow Southern California's lead and meet locally to ensure statewide consistency. (3) **Pat Moloney**, State Board of Pilot Commissioners, reported that he has the pilot's report in connection with the recent incident of loss of propulsion as reported in the CG Report earlier. The report indicates that the tethered escort tugs were critical in helping to control the vessel. **L. Teague** will get the okay from the pilot to make the available to the HSC and the Tug Escort Work Group. (4) Through the month of November, the CG will be looking at the issue of anchorages 7, 8 and 9. Vessels carrying highly flammable materials are frequently anchored in these anchorages without adequate security. The CG is looking for input and may impose restrictions. (5) **D. Kranking** reported on VTS equipment changes. Radar upgrades are scheduled for Pt. Bonita the third week of November and for Yerba Buena Island the week-end after Thanksgiving. The system may be down for two hours to integrate the upgrades. During that period, vessels will be required to check-in more frequently for manual tracking. (6) **D. Kranking** reported on the navigational impact of Richmond-San Rafael Bridge retrofit work. Work on the project is moving into the navigational channels next week. Beginning next week one or the other of the navigational channels will be blocked. Two-hour notice will be required for slacking wires. There will be some 48-hour closures of the navigational channels, which will be noticed in the *Local Notice to Mariners*. Equipment will be moved out of the channel at night when crews are not working. This will continue into 2003.

CLEARINGHOUSE REPORT, A. Steinbrugge. A written report with statistics for the month of October, 2001 is made a part of these minutes. There were no calls to OSPR during the month of October and one instance of the arrival of a vessel without escort paperwork. The required form was provided by the pilot.

OSPR REPORT, A. Storm. (1) **A. Storm** introduced **Rick Holly**, Supervisor, Northern California Field Operations, who will serve as OSPR alternate contact. (2) **A. Storm** reported **Rob Hughes**, Public Information Officer, Sacramento, is working to publish the brochures developed by the Human Factors Work Group and the Prevention through People Work Group, including the one on steering/propulsion failures and the guide to marine geography and facility names in the San Francisco Bay Area (*Where the Heck is Collinsville?*). The Human Factors Work Group met after the last HSC meeting to review the steering and propulsion brochure and will receive the locations brochure draft at their next meeting. The work group will submit them

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both to the HSC for approval at the next HSC meeting. (4) With the economic downturn, state agencies have received a memo to conserve funds. Every department has been directed to cut their budget by 15%. There will be no new hires, no inter-department transfers, review of and restrictions on contracts. HSC contracts will not be affected. There will be one change in Southern California. OSPR has hired a Southern California Field Operations Supervisor who will be the representative to the HSC there, which will reduce costs associated with travel from Sacramento. No changes in operations are expected. Question: What is the status of a rumored MOU with the CG for OSPR to take over all oil spill response in California? **R. Holly**: The CG and OSPR are talking, but he is not aware of anything in writing. Question: Will economic issues create problems for OSPR's budget? **R. Holly**: OSPR will continue to respond to all oil spills. **J. Caplis**: The state has concurrent jurisdiction for response with the CG. The CG and OSPR currently respond to oil spills together. Work is being done on a MOA/MOU to transfer some responsibilities so the CG doesn't need to respond to all spills. This will affect specifically defined spills, not all.

NOAA REPORT. None.

COE REPORT, D. Dwinell. The text of the COE Report is made a part of these minutes by attachment. Question: COE reports regarding the proposed Avon Turning Basin for several meetings have included a statement that the COE is waiting for a cost sharing agreement with Contra Costa County. What is the status? **D. Dwinell**: The county hasn't gotten all players to agree.

NAVIGATION WORK GROUP REPORT. None.

UNDERWATER ROCKS WORK GROUP REPORT, L. Cardoza. (1) The report of the work group is incorporated into these minutes by attachment. The Workgroup is working on addressing how to justify the cost to prevent something that may never happen. **L. Cardoza** congratulated **Bill Morrison** and State Lands for their achievements. The group's next meeting is scheduled for 11-13-01 from 10:00 to 12:00. (2) The federal Energy and Water Appropriations Bill was passed by the House and Senate. It includes \$10 million for continuing projects like Oakland's 50' Project and \$10.1 million for things like Port of Oakland operation and maintenance.

FERRY OPERATORS WORK GROUP REPORT, N. Pagan. (1) Two options for no wake signage were presented for discussion and are, by attachment, made a part of these minutes. **M. Brown** noted that less verbiage is better and recommended that language inside the circle in the first option, 'SLOW', be combined with the language below the circle, 'MINIMUM WAKE AREA', in the second option. Question: What size will these signs be? **N. Pagan** asked if there are standard sizes and **M. Brown** recommended 8' x 10'. **J. Davey** suggested that signs that

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large on a post would be affected by wind. **D. Kranking**: Signage on navigational aids is three or four feet on a side. 8' x 10' seems very large for a marina. The Chair recommended that the work group take the no wake sign back to sub-committee to combine the sign language options as recommended and address the size issue. Question: Who enforces the no wake requirement? **G. Stewart**: The signs are informational. **J. Davey** suggested that potential locations be identified, including individual ferry landings in Oakland, Alameda, San Francisco, Vallejo and Larkspur. Work group members will visit sites and select recommended areas. (2) **M. Beatie** reported on a recent anthrax scare on one of his ferries. There was no anthrax found, but the incident raised several issues. Jurisdiction was an issue from the onset and passed from local police and fire departments to the Sheriff's Department to Hazmat to the CG to the Marin County Health Department during the duration of response to the perceived threat. The subject boat was tied up for 48 hours and all boats were kept out of Sausalito for six hours. This was an expensive drill, but much was learned about jurisdiction. This incident emphasized the importance of ferry companies acquiring a good testing device if a reliable one exists. Question: Were there any lessons-learned meetings held to look at this incident? **M. Beatie**: Not that the ferry operators know of or were involved in.

HUMAN FACTORS WORK GROUP. No report.

PREVENTION THROUGH PEOPLE WORK GROUP, M. Brown. The group is making good progress and will meet next Tuesday so **R. Hughes** can present his draft brochure on Bay Area locations. OSPR will print the brochure in color. Boating and Waterways will print 30,000 copies of the Channel 16 brochure. The *Do You Speak Channel 14* brochure is out of stock and the CG will be approached to print more. The Rule 9 brochures are going fast since the recent tanker/pleasure boat incident reported to the HSC in September. Many pleasure craft operators were unaware of Rule 9.

TUG ESCORT WORK GROUP REPORT, J. Lundstrom. (1) The work group met at State Lands office in Hercules after their Customer Service Meeting on 11-7-01. **David Grey**, Senior Associate, Glostén, attended both meetings and addressed tug escort regulations on the West Coast at the Tug Escort Work Group meeting. The work group had developed questions for him and presented them to him in advance. They asked for and received an Executive Summary of the Glostén Study. It was presented in Power Point and will be disseminated. In addition they asked if the original matching matrix is still valid and if there is more information that has come forward that would validate that model, included water trials. **Greg Brooks** of SeaRiver attended the meeting and presented results of tests that have been conducted. He will submit a report to the work group. In answer to the question regarding the current validity of the model, **D. Grey** responded that some of the assumptions need to be investigated further. The work group asked the MC for the most recent year summary of tankers that came into the bay. SF is different from Alaska and Long Beach in that there are calls from a greater mix of tankers in SF.

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Some come only once. The work group's next meeting is scheduled for 1-15-02 at 10:00 at State Lands in Hercules to look at what came from the meeting with **D. Grey** and see where the group can be most productive. A summary of the meeting with **D. Grey** has been prepared and will be distributed after his review. The group had also asked whether there are dangers in using tugs in tandem. **G. Brooks** presented a Power Point presentation on how two tugs in tandem are tethered to stern of a tanker in Long Beach to get more maneuverability.

PORTS REPORT, A. Steinbrugge. (1) Usage of the system. There were 2,588 hits to the voice system, year-to-date, through the end of September. The website received 262,077 hits during the same period; 36,000 in September. Long term funding is still being addressed, but there is no news to report. (2) Salinity meters are being repaired by NOAA, but they are expensive to maintain and may not be installed until funding is addressed. The Benicia and Oakland current meters are not working. No data is coming from the Oakland meter, but the cause is unknown. NOAA will install a side-looking current meter in Benicia and fund the trial study. A NOAA crew performed maintenance on all the tide stations and they are within plus or minus 13 mm. Question: Has the schedule to install the side looking meter on the Benicia Bridge been pushed back by NOAA? **A. Steinbrugge:** No. The unit is a prototype and the manufacturer had problems with it. Installation will probably be at the end of the year or in January. Question: Is there a survey of what sectors of the public and commercial interests are using PORTS? **A. Steinbrugge:** There was one conducted previously and it can be made available. NOAA has the domain names of users of the website, i.e., .com, .org, .edu, etc. and that would help quantify users, but the script hasn't been written yet. **L. Teague:** Pilots and other commercial users access PORTS information by phone. Adding phone prompts to gather information about the users would slow down the receipt of information at times when timely data is important. From the audience: When the system is converted to an 800 number for callers, the number of each caller will be available for tracking purposes.

OLD BUSINESS. None.

NEW BUSINESS. (1) **L. Korwatch** reported that the National HSC Meeting is scheduled for March 4-5, 2002 in Houston. The agenda is being developed and input is welcome. (2) **L. Korwatch** reported that HSC meeting agendas and minutes will be on a link from the MX website. Minutes will include the corrections made to drafts. The Harbor Safety Plan will also be on the site, www.sfmex.org. Anyone with suggestions should call the MX. (3) **M. Brown** reported that the next NAVSAC meeting will be held December 10-12, 2001 at the Embassy Suites in San Diego.

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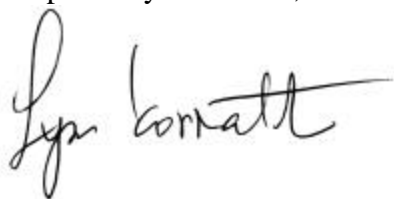
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The next meeting of the HSC will be held at 1000 hours at the Port of Oakland on December 13, 2001.

MOTION by **L. Teague**, seconded by **M. Reasoner**, to “adjourn the meeting.” Motion was passed without objection. Meeting adjourned at 1125.

Respectfully submitted,

A handwritten signature in black ink that reads "Lynn Korwatch". The signature is written in a cursive style with a long horizontal stroke at the end.

Captain Lynn Korwatch
Executive Secretary

**USCG Marine Safety Office San Francisco Bay
Port Operations Statistics
For 1 to 31 October 2001**

PORT SAFETY:	TOTAL
• SOLAS Interventions/COTP Orders:	09
• Propulsion Casualties	02
• Steering Casualties:	00
• Collisions/Allisions:	00
• Groundings	00
POLLUTION RESPONSE:	MSO
Total oil pollution incidents within San Francisco Bay for the month:	20
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	1
Facilities (includes all non-vessel)	7
Military/Public Vessels	0
Commercial Fishing Vessels	1
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	3
Unknown Source (as of the end of the month)	8
▪ Spill Volume:	
Unconfirmed	9
No Spill, Potential Needing Action	7
Spills < 10 gallons	3
Spills 10 to 100 gallons	1
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	0

Significant Cases:

02 – 22 OCT – Six of the nine total COTP Orders were issued to vessels that had not fully satisfied the advanced notice of arrival requirements. These COTP Orders restricted the vessels in question from entering the 12 mile security zone protecting San Francisco Bay until their required information was received.

02 OCT – MSO Container Inspection Teams conducted a joint intermodal container inspection operation with the U.S. Customs Service. The joint operation was unannounced targeting inbound and outbound containers at the entrance gates to three terminals in the Port of Oakland. As a result, 308 containers were inspected/searched, 7 containers were taken out of service.

04 OCT – MSO Container Inspection Teams conducted a joint intermodal container inspection operation with the U.S. Customs Service. The joint operation was unannounced targeting inbound and outbound containers at the entrance gates to the APL terminal in the Port of Oakland. As a result, 184 containers were inspected/searched.

7 OCT – P/C EXPECTATION sank at the dock in Vallejo City Marina. MSO hired redwood Shore Diving and Tiger Diving to complete salvage and removal of fuel. Vessel was re-floated and approximately 175 gallons of lube oil and diesel were removed from the vessel. Vallejo Marina Harbor Master will continue to monitor vessel.

11 OCT – MSO Container Inspection Teams conducted a joint intermodal container inspection operation with the U.S. Customs Service. The joint operation was unannounced targeting inbound and outbound containers at the entrance gates to the Maersk terminal and MTC's Seventh St terminal in the Port of Oakland. As a result, 234 containers were inspected/searched.

16 OCT – The T/S RED POINT was issued a COTP Order restricting its entry into San Francisco Bay until the vessel provided the MSO with updated damage assessments and plans for cargo transfer and repairs. The T/S RED POINT detected leaks between their double bottom and slop tank. The vessel off-loaded its cargo of gasoline, transferred its slops into a cargo tank and departed to repair the tank in a foreign port. The vessel's Tank Vessel Examination Letter was pulled by the MSO and will be returned when we receive verification that repairs have been made to the satisfaction of their classification society.

19 OCT – The M/V MARSTAL MAERSK was issued a COTP Order requiring a tug escort into San Francisco Bay and to Oakland Berth 24. The vessel experienced a loss of propulsion while testing the astern propulsion prior to the vessel's entry to San Francisco Bay. While in port the air start system was overhauled and the repairs resulted in the normal operation in the astern mode. The repairs were verified by the attending class surveyor and the COTP Order was rescinded.

24 OCT – MSO received call concerning possible release of anthrax on board Sausalito Ferry. Substance has been sampled and tested. Results came back negative. All crewmembers decontaminated and vessel remained under security at Army Corps dock for duration of chemical testing.

26 OCT – T/S ACOAXET experienced a temporary loss of propulsion during its departure of San Francisco Bay. The vessel ordered an additional tug and regained power and departed without further incident.

USCG MSO San Francisco Bay Rev: Oct 25 2001	Physical Security Assessment Form		Date:
Facility Name:	USCG Team Members:		
Location:	Type of Facility:		
Facility Rep's Name/Title:	Phone #:		
Access control/Identification	Y	N	
Are there security guards at the gate?			How many?
Are security personnel armed?			
Is the gate guarded 24 hrs a day?			
Are identification cards checked for all personnel before entering the facility?			
Is there an access list used authorizing permission for visitors to enter the facility (contractors, vendors)?			
Are there vehicle access control and vehicle inspection procedures before entering your facility?			
Are visitors issued badges or passes?			
Are badges/passes recorded and controlled?			
Are visitors escorted?			
Are there shipping and receiving controls in place for supply deliveries?			
Are gates properly secured w/locks when not in use?			
Are the vessel's documents reviewed/approved before being allowed to berth for cargo ops through the terminal rep?			
Does each vessel agent submit work request in writing to the main terminal office and identify in advance the vendors or repair personnel that are scheduled to be on board?			
Restricted areas/Internal Security			
Is there a policy on parking control in the facility?			
Is there a vessel shore leave policy?			
Are security rounds conducted at the waterfront area?			How often?
Contingency Planning			
Is there an active emergency plan?			Date of plan:
Does it include procedures to remove unauthorized personnel discovered on the facility?			
Does it include procedures to remove unauthorized/illegally parked/abandoned vehicles in or near the facility?			
Does it include procedures to remove unauthorized vessels from the waterfront property?			
Security Alarms & Communications/Employee & visitor Awareness			
Are hazard communications (signs, leaflets, memos) posted?			
Are there emergency security communications procedures in place?			
Is there an intrusion alarm system protecting the fencing?			Alarm system date tested:
Is there a employee security and emergency action training program in place?			
Security Barriers/Perimeter Security/Security lighting			
Is the facility fenced?			
Does the fencing area have adequate lighting?			
Is there video/ remote surveillance system in place?			

San Francisco Bay Clearinghouse Report For October 2001

San Francisco Bay Region Totals

			2000
Tanker arrivals to San Francisco Bay	64		62
Tank ship movements & escorted barge movements	315		308
Tank ship movements	193	61.27%	219
Escorted tank ship movements	93	29.52%	112
Unescorted tank ship movements	100	31.75%	107
Tank barge movements	122	38.73%	89
Escorted tank barge movements	67	21.27%	48
Unescorted tank barge movements	55	17.46%	41
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	189		291		0		167		647	
Unescorted movements	94	49.74%	147	50.52%	0	0.00%	80	47.90%	321	49.61%
Tank ships	71	37.57%	98	33.68%	0	0.00%	46	27.54%	215	33.23%
Tank barges	23	12.17%	49	16.84%	0	0.00%	34	20.36%	106	16.38%
Escorted movements	95	50.26%	144	49.48%	0	0.00%	87	52.10%	326	50.39%
Tank ships	64	33.86%	90	30.93%	0	0.00%	44	26.35%	198	30.60%
Tank barges	31	16.40%	54	18.56%	0	0.00%	43	25.75%	128	19.78%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2001

San Francisco Bay Region Totals

			<u>2000</u>
Tanker arrivals to San Francisco Bay	658		656
Tank ship movements & escorted barge movements	3,240		3,140
Tank ship movements	2,173	67.07%	2,245
Escorted tank ship movements	1,009	31.14%	1,020
Unescorted tank ship movements	1,164	35.93%	1,225
Tank barge movements	1,067	32.93%	895
Escorted tank barge movements	570	17.59%	463
Unescorted tank barge movements	497	15.34%	432
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	6		5

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	1,857		3,051		1		1,514		6,423	
Unescorted movements	930	50.08%	1,560	51.13%	1	100.00%	773	51.06%	3,264	50.82%
Tank ships	719	38.72%	1,132	37.10%	1	100.00%	500	33.03%	2,352	36.62%
Tank barges	211	11.36%	428	14.03%	0	0.00%	273	18.03%	912	14.20%
Escorted movements	927	49.92%	1,491	48.87%	0	0.00%	741	48.94%	3,159	49.18%
Tank ships	626	33.71%	970	31.79%	0	0.00%	438	28.93%	2,034	31.67%
Tank barges	301	16.21%	521	17.08%	0	0.00%	303	20.01%	1,125	17.52%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

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Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District**

11/8/01

1. CORPS 2001 O&M DREDGING PROGRAM – Complete except for the following projects which are under way, but remain to be completed.

- a. *Oakland (Inner & Outer)* – Contract awarded to Manson. Dredging is under way ... Ocean Disposal @ DODS. The critical area – section 34 to 65 was completed this last weekend. Should complete by end of November.
- b. *San Leandro Marina* – Dredging complete except for some possible cleanup. Disposal is to upland site.
- c. *Larkspur Ferry Channel* – Dredging is underway. Disposal at SF-11.

Is scheduled to complete by end of November. Estimated volume: 510,000 cubic yards.
- d. *Redwood City Harbor* – Dredging is underway. Schedule to complete by end of December.

2. CORPS 2002 O&M DREDGING PROGRAM

- a. *Main Ship Channel* – March – April 2002 timeframe – Corps dredge Essayons scheduled to perform this work.
- b. *Richmond Outer and Southampton* - March – April 2002 timeframe – Corps dredge Essayons scheduled to perform this work.
- c. *Richmond Inner* – May – June 2002 time frame.
- d. *Oakland (Inner & Outer)* – June – July 2002 timeframe.
- e. *Suisun Bay Channel* - June – July 2002 timeframe.

3. DEBRIS REMOVAL

The total tonnage of debris collected on the San Francisco Bay for October was 29 tons. The Raccoon is out of the shipyard and should have started back in service debris on November 7, 2001.

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. **Oakland 50-ft** – Construction is underway. Corps has awarded the first Construction contract for first demolition and the contractor has started work. Corps expects to award one more contracts this calendar year for the continuation of the inner harbor turning basin if funding allows. Are still awaiting results of the committee negotiations in Washington DC to find out what kind of construction funding we can expect in FY02

b. **S.F. Rock Removal Feasibility Study** -

Status unchanged

Benthic Survey has been completed. Corps has initiated EIS/R process. Oil Spill Model has been awarded and we have the preliminary results for review. The Geotechnical (drilling) Contract was not awarded because of the costs and lack of sufficient fund. Instead, a review papers and other information will be conducted for the Geotechnical information. Actual sampling will be performed if project moves forward.

Risk Assessment methodology (Position Paper) has been approved by Corps Headquarters on 24 April 01. Finished Scope of Work and are trying to contact for Risk Model and to start collecting data to support potential damage assessments.

c. **Avon Turning Basin.**

Status unchanged.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 50/50 cost sharing agreement to Contra Costa County, for their consideration. Contra Costa County is negotiating with the users of the two terminals at Avon (Ultramar Diamond Shamrock and Shore Terminals) to obtain funds for their portion of the cost sharing. Anticipate a July initiation of GRR and potential construction of the Turning Basin in FY02, contingent on funding. This is possible because Corps is using existing authority.

5. EMERGENCY DREDGING

None this year

6. CORPS' BUDGET

Status unchanged.

7. OTHER WORK

Status unchanged

The San Francisco District and the Sacramento District are looking at a joint feasibility study to deepen the JFB Ship Channel from Avon to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. Details of the study still need to be worked out.

Memorandum

Date: November 8, 2001

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on October 23, 2001 at the California State Lands Commission offices, Hercules, CA. The central theme for the meeting was the status of the CoE Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), Port of Oakland, United States Coast Guard, San Francisco Bar Pilots, the Marine Exchange, and U.S. Representative Miller's office.

Status of Contracts. Attendees discussed the status of contracts required for the FS.

- Benthic Survey. The results of the benthic survey were presented at the meeting (see separate discussion below).
- Oil Spill Model. A presentation on the preliminary results (initial model run) was scheduled for the September 11 meeting, cancelled due to the terrorist attacks on the East Coast. Preliminary model runs used a single wind field (NOAA buoy outside Golden Gate). An expanded wind field incorporating wind data from Alameda and Richmond will be used for the full cost analysis runs. NOAA has been consulted on the modeling plan and concurs with the current methodology. The consultant, ASA, is now doing final stochastic model runs, anticipating completion in early December. The detailed cost analysis will be performed shortly after that.
- Geotechnical Analysis. COE was not able to come to an agreement with the consultant team (Cerrudo, Fugro West, and CS Marine) on cost and scope of work. The CoE will proceed with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. The report has been posted on CoE web site. www.spd.usace.army.mil. Go to link for San Francisco District at bottom of page, then click on publications/studies, and find the report titled Marine Geophysical Investigation in Support of the San Francisco Bay Rocks Removal Project, dated March 2001.
- Cultural Resource Survey. The report has been revised and will be posted on the CoE web site during the next update in November.

Status of EIS/R. The Administrative Draft of the EIS/R was scheduled to be released November 16. It will be delayed until December 3 in order to include the results of the benthic survey. The EIS/R will include the process for alternative plan formulation, together with a discussion on region of influence and significance criteria.

Status of Project Benefit Cost Analysis. As previously reported, The CoE has developed a preliminary spreadsheet for computing the Project's Benefit / Cost Ratio. The analysis draws information from the FS's risk assessment exercise (likelihood of a spill); and oil spill modeling study (magnitude of damage from different types of spills). Discussion continued on using the

data to answer the question “How do we justify the cost of preventing something that may never happen?”

Budget/Schedule. The FS generally remains on budget. The schedule reflects a completion date of 4/11/03 due to delays on awarding the contracts identified above.

Statement of Project Purpose. The State Lands Commission, as the non-Federal cost-sharing partner for the Feasibility Study, introduced alternative language for the Statement of Project Purpose. The intent of the alternative language is to be consistent with the requirements of NEPA/CEQA with respect to development and analysis of project alternatives. The EIR, specifically, must describe a range of reasonable alternatives to the project and evaluate the comparative merits of those alternatives. The SLC convened a group to evaluate revisions to the existing Statement of Project Purpose. Thanks to Bill Morrison for leading this effort! The revised language follows:

The Purpose for the San Francisco Central Bay Rock Removal Project is to take actions to prevent groundings on the rock mounds in Central San Francisco Bay near the existing deep-draft channels. The prevention of groundings could significantly reduce the risk of oil and fuel spills from occurring in the Central Bay. These actions would further serve to improve navigational safety and reduce significant environmental and economic damages within all of San Francisco Bay.

For comparison purposes, the previous Statement of Project Purpose follows:

The Purpose for the San Francisco Central Bay Rock Removal Project is to take actions to prevent groundings on the rock mounds in the Central San Francisco Bay near the existing deep-draft channels. The prevention of groundings would significantly reduce the risk of oil and fuel spills from occurring in the Central Bay. These actions would further serve to reduce the risk to navigational hazards and significant environmental and economic damages within all of San Francisco Bay.

GANDA/SAIC Presentation – Results of Benthic Survey. Dr. Andrew Lissner, SAIC, gave an extremely interesting and informative presentation on the results of the benthic survey of the submerged rocks. The survey, accomplished with a remotely operated vehicle (ROV) tethered to an anchored surface vessel, was accomplished September 11-15 under extremely difficult conditions (high current velocities and reduced visibility). The survey produced data based on photographs, video, sonar, and direct observation. The benthos in the areas of the rocks consists largely of rocky reefs, boulders, and cobbles, 35-80 feet deep. Coarse sands largely characterize the deeper habitat surrounding the rocks. Harding, Shag, and Arch rocks have similar benthic conditions (diverse rocky habitat). Blossom Rock has more sediment cover. Dr. Lissner stated that submerged rocky features are an uncommon geomorphic feature of the San Francisco Bay Estuary. The rock pinnacles may function as a refuge for certain species. The survey reflected large numbers of starfish together with typical sessile marine life associated with rocky habitat. No invertebrates were observed on the soft benthic habitat surrounding the rocks. There were infrequent observations of fish.

Meetings. The next Underwater Rocks Work Group meeting is scheduled **November 13, 2001, 1000hr - 1200hr** (CSLC Offices, Hercules, CA). The meeting will focus on the economic analysis (benefit/cost) for the Feasibility Study.

